

Attachment 6

to Operations Group Chairman's Factual Report

DCA06MA022



MUST READ BULLETIN

CHAP: #05-04
PAGE: 1
DATE: 03/21/05

DATE: MARCH 21, 2005
MUST READ BULLETIN NO.: 05-04
TO: ALL CREWMEMBERS
FROM: J BARNES, SYSTEM CHIEF PILOT

Please file this bulletin in numerical order following the Record of Must Read Bulletins in your Flight Operations Manual. Record on the Record of Must Read Bulletins. This bulletin contains 2 pages. Page 2 is Intentionally Left Blank.

The information in this bulletin will be incorporated into a future revision of the FOM.

SUBJECT: CARGO AIRCRAFT ONLY DANGEROUS GOODS

BULLETIN PURPOSE

In Chapter 8 of the FOM, replace the section titled, "**CARGO AIRCRAFT ONLY**" **SHIPMENTS** with the following text:

"CARGO AIRCRAFT ONLY" SHIPMENTS REQUIRING INFLIGHT ACCESSIBILITY **49 CFR 175.85**

UPS will only load "Cargo Aircraft Only" Dangerous Goods shipments requiring inflight accessibility on the main deck of the B747. Such shipments will be built up on pallets so as to allow for crewmembers and/or other authorized personnel to see and, when appropriate, handle such packages during flight.

"CARGO AIRCRAFT ONLY" SHIPMENTS EXEMPT FROM INFLIGHT **ACCESSIBILITY (ALL UPS AIRCRAFT) 49 CFR 175.85**

Some Dangerous Goods packages are of such low risk of creating an incident, the DOT regulations, 49 CFR 175.85, exempt them from inflight accessibility requirements. As such, these exempted shipments can be loaded aboard all UPS aircraft types and in any position aboard the aircraft. This exemption applies to:

- Class 3 flammable liquids, Packing Group III, that do not meet the definition of another hazard class
- Class 9 miscellaneous Dangerous Goods
- ORM-D materials
- Class 7 radioactive materials
- Division 6.1 poisonous materials, except those labeled flammable
- Division 6.2 etiological or infectious substances



GENERAL INFORMATION BULLETIN

CHAP: #05-10
PAGE: 1
DATE: 09/22/05

DATE: SEPTEMBER 22, 2005

GENERAL INFORMATION BULLETIN NO.: 05-10 CANCELLATION DATE: 03/31/06

TO: ALL CREWMEMBERS

FROM: J BARNES, SYSTEM CHIEF PILOT

Please file this bulletin in numerical order following the Record of General Information Bulletins. Record on the Record of General Information Bulletins. This bulletin contains 2 pages. Page 2 is Intentionally Left Blank.

SUBJECT: LITHIUM BATTERIES

BACKGROUND

Recently, there has been some confusion regarding the transporting of lithium batteries aboard UPS aircraft. The purpose of this bulletin is to explain the current regulations regarding the transportation of lithium batteries aboard cargo aircraft.

REGULATIONS

On December 29, 2004, a new Dangerous Goods rule was issued, which placed some limitations on non-rechargeable lithium batteries. Here is a summary of the pertinent aspects of the regulation:

1. Large lithium batteries (both primary and secondary) are authorized on cargo aircraft and are fully regulated. They require hazmat shipping papers, labeling and Notification To Captain (NOTOC). Labeling varies depending on location, whether they are inside/outside of equipment, and size of batteries.
2. Small lithium batteries (primary/non-rechargeable) are authorized on cargo aircraft. Because these batteries are smaller, they do not require shipping papers and are not required to be listed on the Notification To Captain (NOTOC). However, the regulation, 49 CFR 173.185 states, containers with these small, primary non-rechargeable lithium batteries must have the following marking:

PRIMARY LITHIUM BATTERIES - FORBIDDEN FOR TRANSPORT ABOARD PASSENGER AIRCRAFT

This marking has caused some confusion. Although UPS has chosen to carry passenger quantities of dangerous goods, we are not a passenger airline, hence, we are allowed to carry these small lithium batteries on our aircraft.